

between and in contact with opposing surfaces of adjacent claws of said pair of claw-type magnetic poles, and field windings coiled radially inward of said plurality of claws; and

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amended.*

each of said plurality of claws of said rotor has a shape such that said opposing surfaces of adjacent claws are in contact with the whole of the magnetic pole surfaces of said permanent magnets.

2. (Amended) A vehicular alternator according to Claim 1, wherein each of said plurality of claws has an auxiliary magnetic pole portion which contacts the whole of the magnetic pole surface of said permanent magnet.

3. (Amended) A vehicular alternator according to Claim 2, wherein said auxiliary magnetic pole portion is formed to have a greater thickness at a radially outer portion than at a radially inner portion thereof.

4. (Amended) A vehicular alternator according to Claim 1, wherein each of said plurality of claws is formed such that a radially inner surface of each claw is substantially parallel to a radially outer surface thereof.

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7. (Amended) A vehicular alternator comprising a rotor and a stator constituted by coiling stator windings over a stator core, wherein:

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concl'd. said rotor comprises a pair of claw-type magnetic poles arranged in an opposed relation, permanent magnets having magnetic pole surfaces disposed between and facing opposing surfaces of adjacent claws of said pair of claw-type magnetic poles, and field windings coiled radially inward of said plurality of claws;

an auxiliary magnetic pole plate is interposed between each of said plurality of claws and said permanent magnet; and

said auxiliary magnetic pole plate has a shape such that it makes contact with the whole of the magnetic pole surfaces of said permanent magnet.

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9. (Twice Amended) A vehicular alternator according to Claim 1, wherein a protective member is disposed at least on an outer side of said permanent magnet in the radial direction of said rotor.

(Applicant's Remarks are set forth hereinbelow, starting on the following page.)